



SHIPMAIN CHRONICLE

The right maintenance at the right cost at the right time



Volume I Number III

CFT 1: Maintenance Support Tool is Coming

New and improved to meet the demanding responsibilities of today's Port Engineer and Maintenance team, Maintenance Support Tool (MST) 5.0 is completing final NMCI certification and is expected to be fully deployed by the end of May 2005.

MST calculates a ship's Maintenance Figure of Merit (MFOM), which gives a snapshot of the ship's maintenance status, and enhances the prioritization of all work in a Current Ship's Maintenance Project (CSMP) by availability or work center. MST allows the maintenance team to edit, screen, one step broker, estimate, validate and correct configuration data, build and manage availabilities, create ad hoc reports and create applicable close out records for ship's force and off-ship work.

MST provides maintenance teams with the means to correct a 2-kilo work request. MST is portable, enhancing the Planning Board for Maintenance and facilitating the quick integration of all jobs, at all maintenance levels by identifying location and scheduling conflicts. Each MST installation is tailored to the Maintenance Team's Assigned Ship(s).

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CFT 2: Execution Planning Milestones

Newly developed planning milestones are making it easier for Maintenance teams to create work packages more accurately reflecting current maintenance requirements and are reducing costly work package churn.

Unnecessary work is being loaded into work packages as placeholders in order to satisfy the old work package planning milestones, and to "safeguard" funding so that it is not spent on other requirements. This practice causes work package churn as the "real" work is identified and the actual funding level of the availability is determined. Work package changes have been identified as a major source of wasted planning dollars. Late identified work usually requires a premium payment that can be up to 40% of the original cost of the job.

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MINUTES FROM LAST PIT MEETING

For more info... RMC Websites

Hawaii Regional Maintenance Center

Northwest Regional Maintenance Center

Southwest Regional Maintenance Center

Southeast Regional Maintenance Center

Mid-Atlantic Regional Maintenance Center

South Central Regional Maintenance Center

CFT 3: Hot Wash Process

The objective of the Hot Wash Feedback Process is to implement a systematic strategy by creating a dynamic, people-centered approach used to identify process improvements to ultimately be shared and embedded into maintenance and modernization processes. Since the Hot Wash Business Rules were signed out in CNSF Note 4703 in August 2004, the Hot Wash process has been very active.

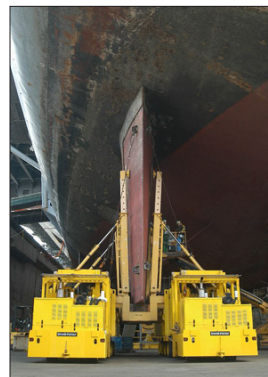
"The Hot Wash Process is the vital link that implements and completes the Plan-Do-Check-Act (PDCA) cycle to ensure that Lessons Learned are indeed captured and provided to those Maintenance Teams and Project Teams that follow. It is in this way that Lessons are not only "noted", but are applied so as to create value!" said CDR Logsdon, PEO Ships/PMS470R.

The Regional Maintenance Centers have been working diligently to conduct Hot Wash meetings focused on process related issues. PEO SHIPS has also hosted two "Super Hot Wash Meetings." Participants included key personnel from the RMCs and PEO SHIPS, and focused on knowledge sharing between ports and improving the process. In January 2005, PEO SHIPS published the 2004 Hot Wash Annual Report, which provided an update of Hot Wash meetings, submitted global process issues and the way ahead for 2005.

The TEAM SHIPS Handbook is also a focus area for the feedback process. During the Super Hot Wash meetings, small breakout teams focused on developing the final version of the TEAM SHIPS Handbook for utilization by the waterfront. The handbook serves as a

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CFT 4: POM-06 Plan for Surface Ships and Carriers Approved by 3-Star Board



On 23 Feb 05, the SHIPMAIN Modernization 3-Star Review Board voted unanimously to approve the balanced Ship Change portfolio known as the Program Objective Memorandum (POM) 06 Modernization Plan (MP). The POM 06 MP is a set of Alterations, now known as Ship Changes, proposed, developed, funded, and approved through a rigorous decision making process. Their total cost, including installation and support, has been balanced against funding identified by budget line item, proposed by Resource Sponsors and included in the President's Budget that was submitted to

Congress 7 Feb as POM - 06, covering Fiscal Years 2006 - 2011.

RADM Denny Dwyer led the meeting as co-chair of CFT-4, the SHIPMAIN group responsible for creating and implementing the Entitled Modernization Process. "This is truly a first for the Navy," he said after the final tally had been taken. 3-Star or equivalent stakeholders or their representatives from OPNAV, SYSCOMs, and the Fleet make up the three decision boards: O-6; 1 & 2 - Star; and 3 - Star. Each level has a defined range of decision-making authority with final approval of the overall plan done at the 3 - Star level. The decision boards culled a backlog of over 25,000 pending Alts, some over 25 years old, and

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